Amngements.

EDEN MUSEE--Wax Works, Grand Concert and Cine

matograph.

RZITH'S-12:30 p. m.—Continuous Performance.

KOSTER & BIAL'S-7:30 to 1 a. m.—Vaudeville.

MANHATTAN BEACH-4 and 7—Sousa's Band-S-

NEW-YORK THEATRE-8:15-The Man in the Moon-

Vaudeville.

PASTOR'S—Continuous Performance.

ST. NICHOLAS GARDEN—8:15—Popular Orchestral Con

LION PALACE ROOF GARDEN-Vaudeville.

Index to Advertisements.

New-York Daily Tribune.

MONDAY, AUGUST 14, 1899.

THE NEWS THIS MORNING.

FOREIGN.-The American forces under General Young drove the insurgents from San Mateo, ten miles from Manila, inflicting a loss of twenty-three killed; the American loss was three killed and thirteen wounded. — A Protestant celebration led to riotous scenes in the streets of Londonderry; the Riot Act was read and the garrison was called out. — More arrests of conspirators against the Government have been reade by the rolled in France. conspirators against the Government have been made by the police in France. —— Another dramatic scene is expected at to-day's session of the Dreyfus trial, when General Mercler is confronted with ex-President Casimir-Perier. —— A French fishing vessel was sunk in a collision in the North Sea with an English steamer, and five fishermen were drowned. —— The Olympia, with Admiral Parers on heart Assistance. five fishermen were drowned. === The Oly with Admiral Dewey on board, arrived at horn, Italy: the flagship was received with sa-lutes and official courtesles. —— The ringlead-ers of an agrarian riot are on trial in Guadaers of an agrarian riot are on trial in Guaden loupe for a murderous attack on Englishmen.

— The United States cruiser New-Orleans re-turned to San Domingo Harbor, having weath-ered the storm safely; the gunboat Machias also returned to the same port.

— The festivities returned to the same port. The festivities in honor of the visit of President Roca of Argentina continue at Rio Janeiro

DOMESTIC .- Dispatches from General Davis confirmed previous reports of destruction of property and loss of life caused by the hurricans in Porto Rico, == Elihu Root, Secretary In Porto Rico. — Elihu Root, Secretary of War, is having prepared plans showing the details of the campaign in Luzon. — A report showing the increase of American trade with Japan was made public. — The condition of Anson Phelps Stokes was as favorable as possible after the amputation of his left leg at his summer home in Lenox. — The body of the man found murdered near Narragansett Pier was identified as that of Frank H. Shaw, of Brooklyn, a railroad inspector. — The Rev. Brooklyn, a railroad inspector. — The Rev. Drs. F. B. Mever and Wilton Merie Smith were the principal speakers at the Northfield Conference. — The hurricane is reported to be moving up the coars. ing up the coast, and high winds are expected in the Middle Gulf States to-day.

CITY—Politicians eagerly discussed Mr. Cro-ker's apparent change of political base and his praise of Bryan; the Tammany leader an-nounced that he intended to visit ex-Senator Murphy before going to Saratoga. — The Murphy before going to Saratoga. —— The Central Federated Union adopted resolutions pledging the assistance of the union to "Big Six" in its fight with "The New-York Sun." == Five people were poisoned by eating "mush-rooms," they recovered after medical treatment. Three persons were hurt, one seriously, in a runaway accident on the One-hundred-and-fifty-fifth-st. viaduct. —— The Rev. G. Camphell Morgan, of London, preached morning and afternoon in the Firth Avenue Presbyterian Church; it was rumored that he was being considered as a successor of the late Dr. John Hall.—

The Rev. Dr. Len G. Broughton, of Atlanta, whose church was mobbed because of his denunciation of lynching, advocated taking the preducated peers out of politics in a sermon in uneducated negro out of politics in a sermon in the Hanson Place Baptist Church, in Brocklyn.

THE WEATHER .- Forecast for to-day: Fair and cooler. The temperature yesterday: Highest, 85 degrees; lowest, 71 degrees; average, 78%

If, as certain critics contend, the writing of pronunciamentos is held in Spanish speaking countries to be one of the most essential of mil itary accomplishments, Maximo Gomez must take exceptional rank among the generals who in recent years have made war according to Spanish and Spanish-American standards. Not that any one who has followed General Gomez's career will be disposed to undervalue the hardler qualities of leadership which he has shown in actual campaigning or to ignore the genuine military ability which he displayed in conducting two prolonged and exhausting Cuban insurrections. It would be equally ungracious and unjust to class the general in chief of the disbanded Cuban Army with the mere amateurs at war who pose in so many Central and South American republics as the promoters or tranquillizers of revolution. General Gomez has earned his laurels with the sword. But that is no reason why he should not also show his true quality with that other potent weapon of Span-

ish military tradition, the pen. Since entering Havana last February with the insurgent forces General Gomez has employed some of his leisure moments in preparing a series of manifestoes which have opened the eyes of many of his former critics by their admirable breadth, calmness and disinterestedness of view. In the guise of familiar letters to his wife and son in San Domingo, or of more formal deliverances to associates in the army or to the troops themselves, he has discussed the problems of the American occupation with a clearness and sanity which have been approached by no other leader, and which have been conspicuous only by their absence in most of the recognized organs of Cuban opinion, Whether rebuking the shallow and self-seeking politicians of the Military Assembly, adjuring the insurgent troops to disband and resume their peaceful occupations or appealing to the public to let time and patience help to solve the difficulties of their present situation, General Gomez has proved both a far seeing counsellor to the Cuban people and a loyal observer of all the obligations of friendship due the United

In his latest public address-an open letter to his son-the ex-leader of the Cuban revolution emphasizes the fact that the American intervention has produced so far all the favorable results which might reasonably have been expected from it. "It is absolutely false," he asserts, "that great differences exist between the "Cubans and Spaniards, between the Cubans "and Americans or among the Cubans them-"selves. On the contrary, all is going well. "More could not have been done in so short a "time. An impatient populace does not realize "that it is not the work of a day to organize so-"ciety. The turbulence of highstrung minds "must have time to abate in a people thirsting | "for liberty. The intervening Power will fulfil "the obligations it has incurred, and the Cuban "people, heroic and sensible, will take the situa-"tion calmly, working and waiting for the inde-"pendence which the future will surely bring. "Power contemplates robbing Cubans of their "own, I do not believe it. Such a rumor is a "calumny against an honorable people."

These sensible and courageous utterances offer an agreeable contrast with what often passes for Cuban sentiment in the cafés of Havana. General Gomez has apparently no pasence or sympathy with that frothy criticism of | time of great advance caused by an unusual but |

which the self-seeking native politician is prone | that demand and the cost of materials, and not to hide his impatience for office. Having put by any corporations whatsoever. aside his sword, the veteran campaigner still finds equally important and useful work to do with his pen; and it is gratifying to note that whichever weapon from the arsenal of the traditional Spanish general he uses he strikes with equal vigor and success.

THE CANAL PROBLEM.

It is reported, on credible authority, that the pecial Commission appointed by Governor Roosevelt to inquire and report whether a policy of systematic canal improvement on a large scale or a policy of scrimping tending toward ultimate abandonment ought to be adopted by the State will emphatically recommend the former. This is not surprising, for such opinions as the Commission has elicited from intelligent and influential citizens have been reported as almost uniformly favorable to the enlargement of the canals and their permanent maintenance in a condition of greatly increased efficiency. So far as we know, the view expressed by Mr. Abram S. Hewitt with characteristic clearness and force, that the canals had wellnigh outlived their usefulness, that the future belonged to the railroads and that it would be wise at least to hold the question of canal improvement open for a time, finds little support in the other testimony obtained by the Commission.

Without expressing a definite opinion upon the subject in advance of the report by which the Commission expects to sustain its conclusion, we welcome the intelligence that the Commission condemns the careless, unsystematic manner in which the \$9,000,000 improvement was planned and pursued, that a large number of the old, uncompleted contracts have been extinguished, and that if the people are asked to vote a credit of perhaps \$20,000,000 for canal development next year they will have some substantial reason to believe that their money will be skilfully and honestly expended. It is well not only that the people have to pass on this question, but also that a considerable interval must elapse before the vote can be taken, for the process of reflection, and, in a measure, the test which Mr. Hewitt advises will thus be applied, and after their melancholy experience of recent years the taxpayers will be likely to exact stronger proofs of benefits to come, as well as better guarantees of conscientious and efficient service, than they have ever received before. That they will ever take so much on trust again we do not believe.

PRICES AND TRUSTS.

Scarcely anything can be more important to know at this time than to what extent the many new corporations called trusts have actually controlled prices. Nearly all of them have been formed since November 1, when prices were unusually low, and if the advance since that time has not been greater in articles of which the production is nearly all controlled by the so called trusts than in other articles only partly so controlled, and greater in these than in others of which the production is not at all so controlled, and if it has not been greater in products marketed by the so called trusts than in materials the markets for which are controlled by no combinations, it will have to be admitted that their influence over prices has thus far been absurdly misrepresented. The simplest comparison of prices of many different kinds is by percentages; taking quotations on November 1 as 100, the later quotations may be best shown by percentages to that base. The quotations used for most products are those given in regular tables by "Dun's Review," which embrace cotton and twelve quotations of cotton goods, the average of one hundred quotations of wool by Coates Brothers and twelve quotations of woollen goods, ten of hides at Chicago, ten of leather at Boston and twelve of boots and shoes; quotations of Bessemer, anthracite and Grey Forge pig iron, and of nine representative products of iron and steel. To these are added quotations in the New-York markets of timplates, tin, copper, load silk and india rubber:

lead, sin and maia rubber.	Torres.	****
April April April Cotton None 118.8 Cotton goods None 111.4 Cotton Co	June	Aug.
Trust control. 1	1	-
CottonNone118.8	117.8	115.3
Cotton goodsNone111.4	114.3	115.1
Wool	97.4	
		102.6
		107.7
		103.8
Roote and shoes	4302.46	4040
Pig iron None 149.6 Steel rails None 139.0	162.9	
Steel ralls	144.4	166.6
Bar, E. refinedNone136.4	150.0	
Bar, common, Pittsburg Partly 157.9	189.4	194.7
Beams Nearly all 116.7 Angles Nearly all 127.3 Wire nails Nearly all 153.8	145.8	166.6
AnglesNearly all.127.3	159.1	181.8
Wire nailsNearly all.153.8	180.8	192.3
Cut nailsPartly145.5	181.8	195.5
Sheets	154.0	162.2
Steel platesNone168.2	213.6	227.3
Tinplates Nearly all. 152.8	152.8	165.1
Tin	143.3	175.9
CopperPartly135.9	143.7	143.7
Lead	120.3	128.0
Silk None 110.7	125.6	122.4
India rubber	113.6	110.2

The dates chosen are April 1, when the trust forming movement reached its culmination, prices for industrial stocks shortly after break ing sharply, with June 1 and August 2. The greatest advance in any class of products was in steel plates, of which the production and prices are not at all controlled by any corporation, 33.1 per cent more than pig iron, and next is the advance in cut nails, 1.3 per cent more, of which only part of the production is so controlled. These products, and no others of iron and steel, advanced over one-half of 1 per cent more than the average of quotations for pig iron, of which fourteen great companies not ailied are producing only about three-quarters The prices of common bar iron at Pittsburg advanced one-half of 1 per cent more, with only part of the production in that region controlled by a corporation. Wire nails, of which nearly all the production is so controlled, have advanced less than pig iron; tinplates, almost wholly produced by one company, have advanced less than pig iron or than tin; beams and angles, of which a combination controls most of the production, have advanced considerably less than pig fron, and so have sheets, largely under control, while neither of these has risen so much as Eastern refined bar, which no corporation controls.

Part of the copper production is controlled, but the price has risen much less than tin, which has no such control, while lead, of which the price is largely but not wholly influenced by a corporation, has risen much less than either, and about as much as raw silk, of which the price is fixed by Asiatic trade. No combination controls prices of hides, but they have risen nearly 4 per cent more than leather, which is largely under control of the leather company, while boots and shoes, not at all under control, have risen about half as much. No combination controls the price of cotton or of cotton goods, but both have risen more than leather or woollen goods, as has india rubber, which no combination controls. Powerful corporations now control prices of many woollen goods, but they have risen less than wool, which no combination controls in the least; less than cotton goods, also not controlled. and scarcely more than boots and shoes, the product having a smaller advance than appears

in any other class. It will not be possible to convince any intelligent man who examines these figures with candor that the many great corporations recently 'As to the suggestion that the intervening formed have exercised any important influence over prices of the commodities here considered. It might be added that glass, which combinations do almost wholly control, is now quoted lower than it was in November, while lumber, which no corporation controls, is much higher. Such contrasts run all through any full table of prices. It appears to be the fact, at least in this

American methods and motives in Cuba behind | natural demand, that prices are governed by

THE COLUMBIA AND THE SHAMROCK. In regard to the possibilities of the Shamrock the best yachting experts have admitted that latterly they have been unable to form any trustworthy opinion. In fact, they are wholly at sea and hard aground at the same time. The successes of the Meteor over the Britannia have se upset calculations that the beating given by the Shamrock to the same boat has lost all significance. Even if the Shamrock had beaten the Britannia half an hour in thirty miles it would have meant nothing, because the Meteor has defeated the old champion by almost as much, and it is certain that the Shamrock will have to be considerably faster than the Meteor to carry off the cup.

When the Meteor was built the Emperor expected to have good racing with the Valkyrie III, the Britannia, the Allsa and the Satanita, but after her experience in America the Valkyrie III never appeared on a racing course, and for some reason the Britannia went out of commission and was put on the market and sold. The Ailsa followed the Britannia's lead in leaving the course for a while, and afterward going to the yawl rig; so that the best speed of the Meteor can only be guessed at through her racing with the Due d'Abruzzi's Bonn, a much smaller boat, which on time allowance had previously beaten the Meteor about three-fourths of the time, judged by the value of the yearly prize winnings of both boats and by the records. It is in regard to the Bona also that general surprise is now being felt. The Meteor was altered, and is now sailing under the yawl rig, which is so invariably supposed to reduce a cutter's speed that yacht clubs allow yawls to race at a percentage of their racing length. In the New-York Yacht Club yawls sail at 93 per cent of their racing measurement as against cutters. So far as can be remembered, the Meteor is the only cutter that has improved her speed by adopting the yawl rig, and the fact that she now beats the Bona after giving her her full time allowance is not at present understood. Mr. Jameson, a close adviser of the Prince in yachting matters and one of the best yachtsmen in England, declares that the Britannia is sailing as fast as she ever did. Captain Carter, who has handled her tiller in every one of her victories, and who knows "the feel of her" better than any other man living, says the same thing. The Meteor's performance, therefore, in defeating the Britannia twenty-nine minutes completely scuttles all opinions formed from the tests between the

Shamrock and the Prince's yacht. On this side of the water further tests of the Columbia have not created any additional sense of assurance. The new Herreshoff boat has not given a superabundance of satisfaction in her racing with the Defender while on the New-York Yacht Club cruise. The Columbia's wins have been narrow, and it has been shown that under some conditions the Defender can hold her on even terms for any length of time. It seems correct to say that in light airs and in a smooth sea the Columbia can beat the Defender; but in October the weather of August cannot confidently be counted on, and the chance of having some heavy days is to be considered. In rough seas the Defender goes to the front wonderfully well, and the Columbia, instead of improving her reputation as a sea bont, is damaging it, as was shown in the run from Point Judith in last Wednesday's

When the Columbia raced with the Defender off Sandy Hook in July she had the appearance of wallowing while beating to windward in the small sea, which proved trying for her. The Defender did much better so long as the fresh wind continued, and The Tribune said at the time that there was nothing in the Columbla's action to indicate that she would do any better to windward in a stronger wind and heavier sea. She seemed to have difficulty in shoving her extra two feet of beam in the right direction, and she slopped and wallowed ent from the action of the slim Defender, which Philippines. Only picked men moved with the ease and regularity of machinery. Privately, some experts differed from this opinion, but the last results seem to confirm it. On the other hand, the Shamrock is said to have as much as twenty-five feet of beam, and she may thus experience even greater trouble than the Columbia in making good weather of it on a heavy day. It is still probable that the Defender can do even better with the Shamrock under like conditions. The Defender was always a marvel at going to windward in a seaway, and when it comes to bucking into half a gale she is probably to-day the fastest boat in the world. If the Columbia can beat the Defender all round the compass in moderate weather, and can hold her fairly well when she gets her best chance, there is no reason to think that the cup is in any danger,

MONEY AND BUSINESS.

Last week's sensation was the crucifixion of short speculators in cotton. The announcement of a great increase in iron production, which had been fully discounted already, was most encouraging, but why anybody should sell cotton largely at about six cents does not appear. It would be rather more sensible to gamble on the tossing of copper. According to current accounts, the plant is suffering from lack of moisture, especially in Texas, but the dispatches do not indicate enough injury which early rains would not repair to affect the market seriously, and betting against a shower after one or two weeks of drouth is not exactly sound business. The consumption in manufacture is large, both here and abroad, and the demand for goods is most promising. At 84 the condition reported by the Department scarcely warrants such expectations of yield as have recently prevailed, but the deline of 8 per cent compared with last year, if mathematically accurate, would leave, with stocks carried over, a bigger supply of cotton than the world has ever consumed in any year In August 54,245 bales have come into sight. against 53,149 last year, with a visible supply of American 478,000 bales greater than a year ago. The takings of Northern spinners have been only 15,962 bales in August thus far, against 11,287 last year, and the exports of the month thus far have been 44,587 bales, against 37,901 last year.

The Government and Mr. Snow united forces to elevate wheat last week, and the net advance was about one cent. Yet Western receipts from farms were 3,918,216 bushels, against 2,446,417 last year, and in two weeks they have been 3,000,000 bushels, or 54 per cent, larger, although the Atlantic and Pacific exports both decreased materially and fell much behind last year's. If the crop should indeed prove no greater than 535,000,000 bushels, the official estimate, or 122,000,000 more than requirements for food and seed, then the Western farmers and traders have been doing the stupidest thing in all their history. Corn also advanced half a cent, with Western receipts 200,000 bushels greater than last year and exports 968,000 bushels larger, and no one offers an explanation why such a demand, with official promise of an almost record breaking yield, should raise corn

half as much as wheat advanced with smaller exports and promise of a great decrease in yield. The best financial journals note that the West has been lending money here. "The Financial Chronicle" observes "good buying of commercial "paper by some of the New-York banks for their ; 'correspondents in the principal Western cities,

"as Omaha." "Dun's Review" says, "Western "money absorbed about all the paper which "New-York merchants offered for discount," and states that eleven banks reporting last week made an average of only 5 per cent of all their new loans on strictly commercial paper, against 13 per cent one week ago. Now, it is well known that New-York banks are not loaded with as large an amount of railroad securities as they carried six months or a year ago. Personal buying has taken away a good many stocks and bonds to all parts of the country, in amounts undoubtedly far exceeding any sales to this country by Europe within that period. But the New-York banks cannot compete with the West in buying paper of New-York merchants, and no explanation appears unless those banks are carrying great quantities of industrial stocks. The idea that they need relief just now in order to furnish money to the West for crop moving purposes is deliciously grotesque.

It is significant that prices of iron and steel products scarcely changed at all last week, though the demand in some lines was large, and as high premiums as ever are being paid for early deliveries. A report that a sale of 20,000 tons Bessemer pig was made at an advance of \$1 per ton does not seem to be entirely credited. Nor has any change yet been reported in prices of boots and shoen, although sole leather and some grades of upper advanced considerably last week, with heavy transactions. If the manufacturers are buying as largely as reported they must have received larger and more liberal orders for products than have been made known. The conference at Philadelphia may have done more good than was anticipated through promoting a better understanding of the difficulties and needs of the industry. With tin dancing about wildly between 301/2 and 33 cents, in sympathy with London, it is hardly strange that genuine business is hindered, nor is much being done in copper at 181/2 cents for Lake.

The quotations for wool given in Messrs. Coates Brothers' circular of August 1 still represent the market, though there are reported rather more transactions than before at the inside figures. Heavy sales amounting to 20,206,690 pounds at the three chief markets, more than four-fifths being domestic, show that much of the traffic is between dealers, but the market has improved for woollen goods, with prices advancing for clays and serges, and has no doubt encouraged more buying by manufacturers, Raw silk has declined quite sharply, the average falling about 16 cents per pound.

Predictions about stocks are in these days rather more stalwart and contradict each other rather more positively than usual. These who think prices are high enough and will probably yield were disappointed last week, the average for sixty railroad stocks advancing about half a dollar per share and for industrial stocks about \$1 per share. The July report of earnings was much the best of the year thus far, covering about half the mileage in the country, with gains of 17.5 per cent over last year and 19.5 per cent over 1892. Nor is it to be ignored that the eastbound tonnage from Chicago was for the week 112.6 per cent larger than last year and 81 per cent larger than in 1892. When to such returns as these are added payments to the principal clearing houses throughout the country 27.8 per cent larger in August thus far than last year, and 51.1 per cent larger than in 1892, it is not easy to say what particular point in prices of stocks accurately allows for the improvement in business thus far realized. The surprisingly favorable returns of foreign trade for July, surpassing by more than \$12,000,000 the exports of the principal products in the corresponding month last year, are of value as an indication that financial difficulties are not likely to be brought near by an adverse merchandise balance for some months to come

The Hon. Roger Q. Mills has erewhile been a stalwart opponent of trusts, but having now sold to one of them a section of oil lands for \$342,000, he has precisely that number of reasons for taking an ameliorated view of their relations to public and private prosperity.

The ease, celerity and lack of all parade with which the ranks of the new volunteer regiments have been filled ought to be a lesson to those superficial critics who have been exploitand stopped in a way that was totally differ- ing the supposed unpopularity of the war in the service, and yet the regiments have been recruited to their full strength without any of the noise and bluster which are supposed to stimulate enlistment. As many other regiments as might be needed could be raised in the same way; for the purpose of the United States to assert its sovereignty in the Philippines and to crush Aguinaldo, if that is a necessary preliminary, is cordially approved by substantial Americans of all classes, who may be depended upon to sustain any measures needed to carry the Nation's present policy through.

> Venezuela's boundary line, when fixed by the Arbitration Commission, will be marked by a Chinese wall of verblage likely to last almost as long as that ancient and stony barrier outdating Tiberius and Octavius. It will be a polyglot pile, quarried of numerous languages, no single one being capacious enough for such a tremendous

"The Brooklyn Eagle" is disposed to reproach The Tribune for not taking seriously enough the conferences at Saratoga which have for their purpose the crystallization of sentiment within the Democratic party about some other Presidential candidate than Colonel Bryan, These conferences we dismissed last week as savoring of farcicality, inasmuch as they seemed to disclose no serious opposition to Mr. Bryan's nomination outside the two States of New-York and Maryland. How can the Saratoga conferrees themselves avoid laughing in their sleeves occasionally, like Roman augurs, when they know that, Maryland excepted, not a single Southern or Western State is represented on the Grand Union piazzas by a politician who has more than half a chance to hold a seat in the next Democratic National Convention? Mr. Bryan will certainly lose no sleep over the opposition of such Democratic leaders as are posing as conferrees at Saratoga from "points South and

PERSONAL.

Sir Harry Johnston, the new Governor and Commander in Chief of the British East African possessions, including Uganda, will leave London for his new post at Mombasa on September 1.

John D. Rockefeller in recently declining to aid personally in erasing the debt of a Western church sald to the applicant: "I cannot oblige you because I have had no opportunity to examine a report of your financial condition, and I never contribute apply to the mission people for assistance. Last year I contributed \$1.000,000 through the mission officials because I felt sure that they knew the needs and could distribute it wisely. I might make a mistake." under any other circumstances. You had best

The recent death in Italy of Giacoma Naretti ended a most romantic career. The son of poor Italian parents. Naretti learned the trade of a carpenter, and went to Africa during his country's occupation of that continent. There his trace stood him in good stead. He attracted the attention of Emperor John of Abyssinia, for whom he built a throne, called the Throne of Solomon. It was a modest wooden affair, but it excited the admiration and wonder of the dusky king. Later for Emperor Menelik he built a royal palace, and was then made a sort of Minister of Public Works. He married an English woman, got rich, and lived in a palace of his own. trade stood him in good stead. He attracted the

Myron T. Scudder was recently elected principal of the State Normal School at New-Platz, succeeding Dr. F. S. Capen, resigned. Professor Scudder has been principal of the New-Haven High School for the past three years, at the same time taking post graduate work in Yale University. Before going to New-Haven he was for a number of years one of the inspectors of high schools under the Regents of this State, and is therefore well known to the teachers of New-York. He is a graduate of Rutgers College, and belongs to

the well known Scudder family of Dutch Reform Church missionaries. His father is Dr. Ezekiei

The Rev. J. N. Kildahl, who has been elected to the presidenty of St. Olaf College, Northfield, Minn. is one of the most prominent members of the United Norwegian Lutheran Church of Amer-He is a graduate of Luther College, and ica. He is a graduate of Luther Conege, and studied theology at Madison, Wis. For the last ten years he has been in charge of one of the most prominent congregations in Chicago. He is a good thinker, a close student of human nature and a forcible and eloquent speaker. President Mohn, the retiring president of St. Olaf, has been connected with the college since its founding, twenty-five years ago, and in this time has made scores of warm friends in Northfield.

THE TALK OF THE DAY.

Domestic servants are agitating for their rights in Berlin with a spirit not to be exceeded by a trade union of this country. This is said to be due, not to any initiative of their own, but to the prompting of the Social Democratic party, who do not scorn to take advantage of this welcome accession to their ranks. Considerable eloquence has been splayed by the revolting cooks and housemaids of the German capital. The full attendances at some of their meetings have, however, been attributed to the fact of their mistresses being out

A Clever Wheelman.—Henpeck—Talk about your trick wheelmen! You should see Underthum. Hoamboddy—Clever, is he?
Henpeck—I should say so! Why, he cap guide his abby carriage through the worst kind of a crowd without touching the handlebar.—(Catholic Standurd and Times.

A party of geological students from the University hicago have started for Arizona, where they will spend several weeks. Professor Rollin D. Salisbury is conducting the students. The first stop will be made at Las Vegas, N. M. Thence the party will proceed to Holbrook, Ariz., where they will visit Chalcedony Park and view the petrified forest of that region. Fingstaff, Ariz., will be reached August 18, and about September 1 the party will enter the Grand Canyon of the Colorado, where ten days will be spent in studying the many and interesting geological formations before returning to Chicago.

Not Qualified .- "What is your nationality?" asked

e political manager.

'I am an American," was the reply.
"What kind of an American-Irish, German or

"Just a plain American."
"Just a plain American."
"Sorry, but we can't put you on the ticket," said
the political manager; "you'd actually lose votes
for us."—(Chicago Post.

The lamplighters in Paris have gone on strike in sympathy with the striking gas workers. The lamplighters refuse to turn out the street lights, hoping thereby to exhaust the supply of gas.

and a puppy. that?"
"By all mea "By all means. There's nothing nobler in this world, young man, than fighting for the truth."—(Tit-Bits.

A drove of Mormon missionaries have pervaded the mountain regions of Eastern Tennessee and Kentucky for many years, preaching their gospel among the people unmolested, and with measure of acceptance. But a change of public sentiment has taken place toward them, and their ministrations are now met with an answering coat of tar and feathers, a missionary decoration not at all encouraging to apostolic work. But, consider ing the character of the people among whom they have extended their labors, they are fortunate in getting out of their society without being shot.

In Wichita, at the school tree planting, the boy orator of the day said: "When this tree has grown high toward heaven, when it is old and covered with the brown bark of many years, it will remind us of our dear teacher." "Our dear teacher is a pretty little thing of twenty-four summers with curly hair and pink cheeks, but the boy don't know yet what she got mad about.—(Kansas City Journal.)

During their stay in Paris the black men wi marched with Major Marchand across Africa were well treated. Through the munificence of a pa-triotic woman and of others, each negro returns to the banks of the Congo or the Senegal with a watch and a fine supply of trousers, pocket handkerchiefs, knives, pipes and tobacco pouches. A large sum of money has also been collected for them. One day the men were carted around the city in order to see the sights thereof, and they refused to get into the wagonettes unless their officers accompanied them. Lieutenant Fouques had accordingly to join the party of black military ourists, who were plioted around Paris by officers of the Fire Brigade.

Advanced Realism.—"Why, Darius, you seem fairly chilled through."
"Yes, I've been looking over the proofs of those realistic winter stories for the Christmas number that we get out in October."—(Cleveland Plain Dealer.

ANSON P. STOKES DOING WELL.

HE IS AS COMFORTABLE AS POSSIBLE AFTER THE AMPUTATION OF HIS LEFT LEG.

Stokes, the wealthy New-Yorker, who was seriously hurt on his country estate on Saturday, at Lenox, is as comfortable as can be expected after the shock of the amputation of his leg, and is resting well this evening. Dr. William Armstrong, of Brooklyn and Lenox, and Dr. Charles McBur ney, of New-York and Stockbridge, were with Mr. Stokes all of Saturday night and this They issued a bulletin, saying that Mr. Stokes had passed a comfortable night. His physicians say that there is now a decided hope for his recovery The accident happened at the west of Shadow

Brook, on one of the avenues that run through the estate. Mr. Stokes left the mansion on an English hunter, which had been bred for him, and broken to the saddle this spring. The hunter was five years old and strong headed, and Mr. Stokes moun ed the horse for the first time on Saturday with onfidence, for he has ridden to the hounds in England and for game in the West, and is an easy and od rider. Mr. Stokes was accompanied by Caroline Phelps Stokes. They had proceeded only a short distance down the avenue from the house when the hunter showed signs of nervousness un der the bit, and Mr. Stokes had some difficulty in handling the horse.

About a mile from the home the accident oc-curred. The horse took the bit in his teeth and olted down a steep part of the road and out of the sight of Miss Stokes. No one saw the a cident, but it is supposed that the horse dashed Mr. Stokes against a tree, as he was lying only a short distance from one when Miss Stokes came up. She thought her father was stunned by the accident, and, after trying to revive him, re-mounted and rode to the farmhouse of the estate

and summoned aid, William Elfas, of Shadow Brook Farm, steward of the place, hurried to the aid of Mr. Stokes and summoned his men. They brought a

Stokes and summoned his men. They brought a cot from one of the houses, and by the aid of a light farm wagon improvised an ambulance and carried Mr. Stokes to the family residence.

Mrs. Stokes, who was in the village, was informed of the accident by telephone, and she returned at once to the house. Mrs. Stokes was with Mr. Stokes up to the time of the amputation, and was of much aid to the surgeons in keeping Mr. Stokes quiet. He suffered excruciating pain from the injuries. Dr. Hale, of Lenox was the first to arrive, and he was followed by Dr. F. J. Paddock, of Pittsfield, and later Dr. McBurney and Dr. Armstrong were summoned. The superficial examination revealed that the left leg was fractured, and later the full extent of the injuries became known. The bone of the leg below the knee was completely shattered. The surgeons agreed on an operation, and Mrs. Stokes was informed. She at once gave her consent. Mr. Stokes lost a large quantity of blood, and the shock was a severe one. His son, Anson Phelps Stokes, ir., and Miss Helen Stokes, who were in the Adirondacks, were informed of the accident, and they arrived in Lenox to-day.

Two messages in regard to the condition of Mr Stokes were received yesterday afternoon city. One was sent about 11 a. m., and the other last night. The first one was from Mrs. Stokes, and read as follows:

Anson thrown from horse; leg so badly crushed amputation necessary. Doing as well as possible. Dr. McBurney in charge. Will telegraph later. The second message was from James Stokes who is a brother of the injured man. It read:

Anson doing well. Will return to city to-morrov everything progressing as well as possible. Wi Everything progressing as well telegraph full particulars later. A relative of Anson Phelps Stokes said last night that the news received from Lenox yesterday was

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encouraging, and he was hopeful of the patient's recovery.

THE GLASGOW TRAMS.

RESULTS OF FIVE YEARS OF MUNICIPAL MANAGEMENT - COMPLETE SUCCESS OF A DARING EXPERIMENT.

Glasgow, August 2. Glasgow was the first municipality in the United Kingdom to undertake the management of the streetcar service on a large scale. The experiment has been successful, and Manches. ter and other cities are following the Scotch example. The Glasgow Corporation was impelled by public sympathy with the ill paid, overworked tramway operatives to introduce a municipal service. It has been managing the tramway business for five years without having the slightest disagreement with the working force. Wages have been increased, hours have been shortened and many old time grievances redressed. The drivers, confuctors, stablemen and other trainway workers in Glasgow are as contented a body of men as can be found anywhere in the world. They have not found it necessary to organize a trades union for mutual protection and defence. Their relations with the municipal authorities are unclouded with discontent and resentment. At this moment the Tramways Committee of the Town Council is privately considering a new schedule of wages which will average an increase of a shilling a week for each operative, and this advance will be ordered without solicitation or agitation from the working force.

The Glasgow Corporation, like other English and Scotch municipal bodies, began with ownership of the tramways without management of the tramcars. The rails were laid at the expense of the city, and a private company obtained a twenty-three years' lease of the privilege of operating the lines. The contract was good one for the town, as the rentals were large, and the private company after a few years was able to pay dividends ranging from 4 to 12 per cent. This lease would have been renewed in 1894 if the company had been willing to reduce the working hours of the operatives and to increase their wages. The men were working at the average rate of 19 shillings a week for fourteen hours' service a day, and they were fined for trivial offences, overcharged for poor uniforms, and required to deposit £2 as a guarantee against dishonesty. They held secret and public meetings, passed a resolution in favor of a strike and appealed to the Town Corporation to help them. Public opinion was behind the men, and when the private company declined to make any concessions the Corporation ordered its own supply of tramcars and horses, and organized a municipal service. On the day after the expiration of the lease municipal tramcars were on all the lines. The private company endeavored to compete with the new service by running omnibuses, but the public refused to patronize them, and the municipality was left in complete possession of the business,

One of the first results of municipal management was the removal of the grievances of the working force. At the outset the average wages paid were raised from 19 shillings to 24 shillings a week, with the prospect of a second increase to 27 shillings within two years. This promise has been redeemed, and there will soon be another increase of a shilling. The men were also supplied with uniforms, instead of being forced to purchase them, and the system of fines and discipline was rendered less vexatious. hours of work were also reduced from fourteen to ten, with a full holiday one day in seven. A friendly relief society was organized, membership being optional and the department contributing a sum equal to one-half of the subscriptions. Men who have been in the service for twelve months are allowed five extra holidays with full pay. The treatment of the working force has been so equitable and considerate that good feeling prevails, and a streetcar strike is about the last thing that is likely to happen in Glasgow.

During the five years of municipal manage-

ment the number of passengers carried has been doubled, and the fares have been reduced nearly one-half. The rates are a halfpenny for half . mile and a penny for two miles, with proportionately cheaper fares for longer distances, There is a special service of workmen's cars morning and evening, with twopence as the fare for over five miles. These low rates have enabled the poorer class of working people to migrate from the overcrowded sections of the city to the suburbs. About one-third of the aggregate number of passengers are carried at a halfpenny. The service has also been quickened by the adoption of through routes. The cars are run under two or three minutes' headway on all the principal routes, and are never overcrowded. There has been a marked improvement in horses and cars; the conductors and drivers are dressed in a neat Corporation uniform of green with red piping, and the service is efficient and popular. Municipalization of the tramcars has ministered to public com fort and convenience. The passengers, like the operatives, have no grievances. Numerous extensions of the tramway system

have already been made for the purpose of pr moting the symmetrical growth of the city and connecting Renfrew, Clydebank and other suburbs with it. An agreement has also been entered into with the municipal authorities of Paisley, by which the corporation has purchased and will operate for thirty-three years the tramways of that city and introduce electric traction. After an exhaustive investigation of every known method of mechanical traction the Town Council decided that the overhead electric system was applicable to every section of the city. A power station was established, and two routes, with a combined mileage of three and a quarter, are now operated by electricity. with single and double decked cars. A third line, from Glasgow Cross, will speedily be converted into an electric road. Within six or eight years horses will be entirely displaced, and the ramway system, now having a total mileage of forty-one, will be operated by overhead wires Scotch caution and prud-nce have character-

ized the corporation's management of the tramways from the outset. It did not try any experiments with electric or cable traction until it had first demonstrated that it was capable of managing the tramway system economically and efficiently with horse power. It then introduced trolleys on a small scale, and proved that electric traction was 21/2 pence cheaper per car mile and would involve a great saving in working expenses for the entire system. The change from horse power to electric traction will be made gradually and with the least disturbance to street traffic. Manchester is now preparing for a sudden transition from private management with horse power to municipal tramways with electric traction. On the day after the existing lease expires the horses will be taken off, every streetcar will be operated by overhead wires, and every motorman and conductor will be a municipal servant. Glasgow will reach the same goal by more deliberate stages. The tramway service has already been "municipalized" without purchase of the plant, leases and goodwill of private corporations. A complete electric system of urban and suburban transit will be provided in the course of a few years under municipal management The financial administration of the municipal

tramways has been cautious and conservative. During the twenty-three years of the private company's lease the city derived from the tramways an average net free revenue of \$2,766, after payments had been made for interest, sinking fuzd and renewals of track. The highest free revenue obtained from this source in a single year was \$5,660. The Town Council, in undertaking the management of the tramways, decided to pay into the treasury for the common good \$9,000 annually, and this has been done since 1894. This represents the nominal profits rather than the actual earnings of the business